

**BY ORDER OF THE COMMANDER  
AIR FORCE MATERIEL COMMAND**

**AIR FORCE MATERIEL COMMAND  
INSTRUCTION 20-103**



**4 SEPTEMBER 2013**

***Logistics***

***DEPOT SUPPLY CHAIN MANAGER  
(DSCM) PROCESS***

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: HQ AFMC/A4R

Certified by: HQ AFMC/A4  
(Colonel John Waggoner)

Pages: 7

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This instruction implements Air Force Policy Directive (AFPD) 23-1, Materiel Management and Air Force Policy Directive (AFPD) 21-1, Air and Space Maintenance. This guidance establishes the overall process and roles and responsibilities for the Depot Supply Chain Manager Integrated Process Team (DSCM IPT) affecting Air Force Sustainment Center (AFSC) encompassing former offices from Aerospace Sustainment Directorates, Maintenance Wings (MXW), and Air Force Global Logistics Support Center (AFGLSC). Any waiver requests or deviations to this publication must be sent to the HQ AFMC/A4R for approval. This instruction applies to AFMC units only. This publication does not apply to the Air Force Reserve Command (AFRC) and the Air National Guard (ANG) and their units.

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Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

See Attachment 1 for glossary of references and supporting information.

**1. Purpose.** The purpose of this instruction is to provide a description of the DSCM process and to establish the roles and responsibilities for the various entities in this process from the AFSC. This process will fall under the overarching Integrated Planning Execution and Sustainment Process (IPEX SP) supportability program, and is one of the tools it will employ. IPEX SP is being developed with the objective of analyzing supportability for the entire Air Force enterprise, while the DSCM IPT is charged with focusing on support to industrial activities. The AF has joined with Defense Logistics Agency (DLA) in the DSCM process. The AFSC will supplement this policy with specific procedures for performing the DSCM IPT.

**2. Overview.** The DSCM's mission is to facilitate timely provision of materiel allowing for uninterrupted maintenance schedules and meeting repair flow goals. Parts support to organic AF Depot Maintenance for both Materiel Support Division (MSD) and General Support Division (GSD) funded inventory has been challenging. Senior leaders from within AFMC and DLA Aviation agree to participate collaboratively to improve supply support to the Air Logistics Complexes (ALC) by participating in the DSCM initiative. The focus of DSCM IPTs is to improve materiel supportability through effective demand planning, standard parts supportability analysis and action planning. There are two components to the DSCM effort: Commodities/Intercontinental Ballistic Missiles (ICBM) (refers to anything driven through Execution and Prioritization of Repair Support System (EXPRESS)) and Aircraft/Engines.

### **3. DSCM Process (Aircraft/Engines and Commodities/ICBM)**

3.1. The Aircraft and Engine DSCM IPTs will ensure both DLA and AF managed parts are available in the right quantity with the right quality, at the right time and right place, thus enabling maintenance to meet Due Date Performance (DDP) goals. The DSCM IPT will ensure parts are supportable when needed by MX prior to transitioning responsibility to DLA at the tactical level. They will do this by adhering to the following general processes:

3.1.1. Obtain from the Aerospace Sustainment Division (ASD), the full range of work that will be performed, associated Bill of Materiel G005M (BOM) or List of Materiel (LOM) as available, and the aircraft schedule in the execution year and as far through the Future Years Defense Plan (FYDP) as possible.

3.1.2. Verify that parts required for new and existing Aircraft/Engine Maintenance programs and program changes are accounted for in Accountable Property System of Record in accordance with DODI 5000.64, *Accountability and Management of DOD Equipment and Other Accountable Property*.

3.1.3. Analyze parts supportability of aircraft/engine and component level requirements necessary to support Aircraft Maintenance (including Budget Code (BC) 8 end items, BC 9 components, Industrial Product-Support Vendor (IPV), Non-Stock Listed, and Local Manufacture parts as applicable) based on supporting aircraft/engine maintenance schedules. All other Budget Code items will be handled by exception.

3.1.4. Work with all necessary personnel within the supply chain to ensure non-supportable items in support of Aircraft/Engine Maintenance become supportable in the future. Consider viability of consumable demand plans, necessity of expediting acquisition actions, stock out risk mitigation, expected stock level performance at the point of use, and other actions as circumstances dictate.

3.1.5. Document the results of the action plan in approved system/tool e.g. DSCM Analysis Tool (DSCM-AT) and other logistics information systems as appropriate for reporting to affected organizations.

3.1.6. Conduct follow-up on the action plans input in approved system/tool to evaluate their effectiveness and adjust as needed to ensure non-supportable parts are available for the end item requirement when needed.

3.2. The Commodities/ICBM DSCM IPTs will be focused on increasing materiel supportability, with the goal of enabling greater end-item output for their designated ALC Group by ensuring both DLA and AF parts are available in the right quantity, with the right quality at the right time and place. They will do this by adhering to the following general process:

3.2.1. Analyze, by end item priority, an EXPRESS Planning Module (EPM) Non-Supportability Report (NSR) on a monthly basis, focusing on 90, 180, 365, and 720 day supportability time horizons.

3.2.2. DSCM IPT lead will verify new/changed parts requirement forecasts obtained by ASD (aircraft), SCOG (commodities), and ALC are input into approved system/tool.

3.2.3. Analyze parts supportability of end item and component level requirements necessary to support Commodity/ICBM Maintenance (including BC 8 end items, BC 9 components, IPV, Non-Stock Listed, and Local Manufacture parts as applicable). All other Budget Code items will be handled by exception.

3.2.4. Work with all necessary stakeholders within the supply chain to ensure non-supportable items become supportable. Consider viability of consumable demand plans, necessity of expediting acquisition actions, stock out risk mitigation, expected stock level performance at the point of use, and other actions as circumstances dictate.

3.2.5. Document the results of the action plan in approved system/tool e.g. DSCM-AT for reporting supportability to MX, System Program Office (SPO), and any other affected organizations.

3.2.6. Conduct follow-up on the action plan to evaluate their effectiveness and adjust as needed to ensure non-supportable parts are available for the end item requirement when needed.

#### 4. Supportability Assessment Intervals

4.1. There are three intervals in which assessments are to be conducted as part of the overall supportability process as outlined in the LRDP Guidance and Handbook. <https://afkm.wpafb.af.mil/ASPs/DocMan/DocMain.asp?Filter=23211&FolderID=23211-14-2-4&Tab=0>

4.1.1. **Tactical Supportability**: Occurs when the ability to submit the first requisition (up to 30 days) prior to or upon aircraft/missile/commodity/engine induction and carries through production date or closure of the Job Order Number (JON) – whichever is later.

4.1.2. **Operational Supportability**: Occurs for the period ranging from Workspec validation (up to 18 months prior to induction) and ending with the ability to submit the first requisition prior to induction (31 days prior to induction). Based on the operational

tail/serial number (as applicable) – assumes all identified supportability elements are/or will be available 31-days prior to task execution schedule.

4.1.3. **Strategic Supportability**: Occurs for the period beyond 18 months prior to induction, extending as far as possible into the FYDP.

## 5. Roles and Responsibilities

### 5.1. ALC Maintenance Groups will...

5.1.1. Assign a maintenance planner with experience and knowledge of the associated aircraft/engines or commodities/ICBM workload to the DSCM IPT.

5.1.2. Communicate changes within maintenance production schedule and requirements that will impact supportability requirements to DSCM IPT.

5.1.3. Serve as general liaison between the DSCM IPT and Maintenance resources.

5.1.4. Coordinate corrective actions with responsible party when forecast discrepancies are identified.

5.1.5. Work with DLA Aviation, SCOG counterparts to ensure supportability or mitigation plan is documented correctly.

5.1.6. Coordinate with the Resource Control Center Planner to ensure that Aircraft/Engine Tasks and Commodities/ICBM End Items for component IPV items are analyzed and ensure the correct Authorized Quantity (AQ) is set.

5.1.7. Review BOM through DSCM-AT and take corrective action for:

5.1.7.1. Component NSNs with a zero quantity per assembly.

5.1.7.2. If an item appears to have an incorrect acquisition advice code, advise responsible organization.

### 5.2. AFSC SCOG will...

5.2.1. Appoint a member to conduct/lead monthly DSCM IPT meetings.

5.2.2. Serve as focal point for briefing and reporting requests on DSCM IPTs.

5.2.3. Collaborate and coordinate with supervision and DSCM IPTs to maintain awareness of systemic issues and adopt best practices and lessons learned.

5.2.4. Analyze supportability of BC 8 items in support of end item repair and Aircraft/Engine Maintenance task.

5.2.5. Ensure new Maintenance programs or changes have been loaded into an approved analysis system/tool e.g. DSCM-AT.

5.2.6. Coordinate with responsible supply chain personnel (Item Managers, Equipment Specialists, Program Managers, etc) to resolve any discrepancies, especially variances between past demands, requirements, and forecast.

5.2.7. Research and document issues for at risk parts i.e. yellow/red coded parts as described in the LRDP Handbook.

5.2.8. Collaborate with other DSCM IPT members to understand any previous actions that may have been taken to resolve issue.

5.2.9. Work with all necessary personnel within the supply chain to collaboratively develop strategic action plans to assure those troubled items are supportable within the needed time frame.

5.2.10. Work with DLA and ALC MXG counterparts to ensure overarching supportability for Depot Level Reparable (commodities) and Aircraft MX task (aircraft) is documented and obtained. This includes coordinating with DLA to identify DLA process changes, business rule changes, and IT system updates that would likely impact supportability due to reasons such as stock leveling decisions, asset allocation within the DLA network, or investment decisions.

5.2.11. Follow up to make sure the action plan is implemented and adjusted as needed to achieve desired results.

5.2.12. Document results of the action plan in approved system/tool.

5.3. Aerospace Sustainment Division (ASD) will...

5.3.1. Obtain organic depot maintenance requirements, BOM/LOM, and associated repair schedule and provide them to the Aircraft/Engine DSCM IPT.

5.3.2. Work with DLA Aviation, AFSC Maintenance, and AFSC Supply counterparts to ensure action plans and mitigation plans are documented correctly and reported to the affected groups, when applicable.

5.3.3. Coordinate corrective actions with responsible party when forecast discrepancies are identified.

## **6. Duration, Measurement, and Evaluation**

6.1. At a minimum, DSCM IPT team lead will schedule semi-annual reviews with the Integrated Planning Execution and Sustainment Process (IPEX SP) Functional Steering Group (FSG) to assess progress, lessons learned, and develop improvements for the Commodities and Aircraft DSCM processes. Items that cannot be resolved with the FSG will be elevated to the Executive Steering Committee.

6.2. During the semi-annual review the DSCM IPT will provide the FSG with an assessment of the IPT's achievements and impacts. Based on these assessments the FSG will collectively determine whether any adjustments to the program are needed including: expansion, sustainment, contraction, or disbandment.

6.3. Individuals on each DSCM team will regularly report progress of efforts through their Chains of Command. The supervisors of the respective IPT members will determine the frequency of the reports due to the evolving environment.

T. GLENN DAVIS, Brigadier General, USAF  
Director of Logistics and Sustainment

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFMAN 33-363, *Management of Records*, 1 March 2008

DODI 5000.64, *Accountability and Management of DOD Equipment and Other Accountable Property*, 19 May 2011

***Adopted Forms***

AF Form 847, *Recommendation for Change of Publication*, 22 September 2009

***Acronyms***

**A4**—Directorate of Logistics

**AF**—Air Force

**AFI**—Air Force Instruction

**AFMC**—Air Force Materiel Command

**AFMCI**—Air Force Materiel Command Instruction

**AFSC**—Air Force Sustainment Center

**ALC**—Air Logistics Complex

**AQ**—Authorized Quantity

**ASD**—Aerospace Sustainment Divisions

**BOM**—Bill of Materiel

**DDP**—Due Date Performance

**DLA**—Defense Logistics Agency

**DSCM**—Depot Supply Chain Manager

**DSCM**—AT – Depot Supply Chain Manager Analysis Tool

**EPM**—EXPRESS Planning Module

**ESC**—Executive Steering Committee

**EXPRESS**—Execution and Prioritization of Repair Support System

**FSG**—Functional Steering Group

**GSD**—General Support Division

**IAW**—In Accordance With

**ICBM**—Intercontinental Ballistic Missile

**IPEX SP**—Integrated Planning Execution and Sustainment Process

**IPT**—Integrated Product Team

**IPV**—Industrial Product-Support Vendor

**JON**—Job Order Number

**LOM**—List of Materiel

**LRDP**—Logistics Requirements Determination Process

**MAJCOM**—Major Command

**MSD**—Materiel Support Division

**MX**—Maintenance

**MXG**—Maintenance Group

**MXW**—Maintenance Wing

**NSR**—Non Supportability Report

**PBA**—Performance Based Agreement

**SCOG**—Supply Chain Operations Group

**SPO**—System Program Office

### *Terms*

**Logistics Requirements Determination Process**— A simplified, standard, repeatable, and consistent method for identifying and prioritizing requirements at the logistics enterprise level to optimally sustain Air Force weapon systems within requisite resource constraints.

**Performance Based Agreement**— A framework for the coordination and alignment of resources to support a given function or organization. It highlights key partnering efforts that impact the collective ability to provide the best value and support to the end customer.

**Programmed Depot Maintenance**— The inspection and correction of defects that require skills, equipment or facilities not normally possessed by operating location.